

BookletChart™

Sacramento and San Joaquin Rivers

NOAA Chart 18661

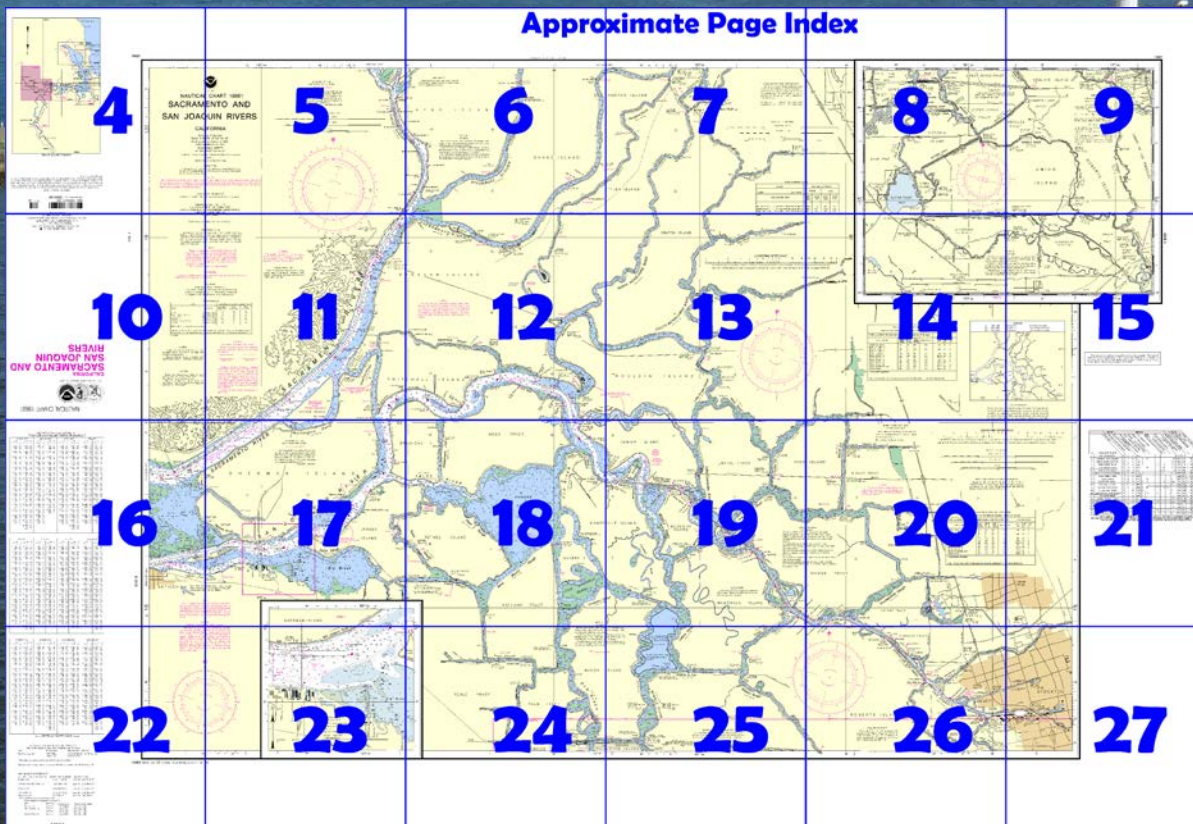


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
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National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18661>.



(Selected Excerpts from Coast Pilot)

The **Delta Region**, the combined deltas of the San Joaquin and Sacramento Rivers, comprises the feeder rivers, sloughs, and canals that directly or indirectly connect with one or both of the rivers. Hundreds of miles of navigable waterways for small boats are available in the Delta; both local and visiting small craft use these waterways extensively.

San Joaquin River rises in the Sierra Nevada, flows 275 miles in a W direction, and enters Suisun Bay through **New York Slough**. The winding river is navigable for deep-draft vessels to Stockton. The water is generally fresh

at Antioch. The delta of the river is formed of many marshy islands intersected by sloughs and channels. The islands are reclaimed tule and cattail marshes which have been converted to agriculture. Bordering the river are levees that are 12 feet or more higher than the land behind them.

A **Federal project** provides for a 35-foot channel from the mouth of the San Joaquin River to a turning basin at Stockton, and for suitable passing and turning basins. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—General and explosives anchorages are in the San Joaquin River on the W side of Sherman Island near the mouth, and just N of Venice Cut between Mandeville Island and Venice Island. (See **110.1** and **110.224**, chapter 2, for limits and regulations.)

There are small-craft facilities on the S side of San Joaquin River on both sides of Antioch Bridge. (See the small-craft facilities tabulation on chart 18661 for services and supplies available.)

Pilotage, San Joaquin River.—River pilots, commissioned by the Port of Stockton, are obtained by ship's agents, through the office of the Port of Stockton, or the San Francisco Bar Pilots.

Threemile Slough, meets the San Joaquin River 5.8 miles above Antioch Bridge and joins the Sacramento River at the N end of Decker Island. The slough is a route frequently used by tugs and barges making passage between Sacramento and Stockton. Near the junction with the Sacramento River is a highway lift bridge with clearances of 16 feet down and 110 feet up at low water. The bridgetender monitors VHF-FM channel 16 and works on channel 9; call sign KMJ-385, Threemile Slough Bridge. (See **117.1** through **117.49**, chapter 2, for drawbridge regs.)

Anchorage.—A **restricted anchorage area** is along the E side of **Decker Island**. (See **162.205**, chapter 2, for limits and regulations.)

Sacramento River rises in the Trinity Mountains in N central California, flows S for 325 miles, and enters Suisun Bay on the N side of **Sherman Island**. Deep-draft vessels follow the lower Sacramento River to **Cache Slough**, 1.5 miles above Rio Vista Bridge, thence through a deepwater ship channel to Sacramento, a distance of 37 miles above the mouth of the river. Barges and other small craft also use Sacramento River all the way to Sacramento, a distance of 50 miles. Above Sacramento, small craft go to Colusa, 125 miles above the mouth, but there is no regular navigation above this point.

Cable ferry.—Steamboat Slough enters Cache Slough about 1.8 miles above Rio Vista bridge. A cable ferry crosses the Steamboat Slough about 5 miles above the junction with Cache Slough. The ferry operates 24 hours daily. When the ferry is underway, the cable is suspended below the water surface at varying depths. When the ferry is docked, the cable is about 5 feet below the surface of the water. Warning signs are posted at the crossing. When underway, the ferry shows flashing red lights. **DO NOT ATTEMPT TO PASS A MOVING CABLE FERRY.**

Pilotage, Sacramento River.—River pilots, commissioned by the Port of Sacramento, are arranged for by the ship's agents, but may be obtained through the the port of Sacramento or the San Francisco Bar Pilots.

Rio Vista is on the NW bank 10.5 miles above the mouth of the Sacramento River. The **Rio Vista Coast Guard Station** is just S of the town. A small-craft harbor on the S side of the town has gasoline, diesel fuel, water, and berths available. A 20 ton lift here can handle craft up to 40 feet for hull and engine repairs. A large dredging facility is on the NW side of the river just N of the Rio Vista Bridge.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Alameda

Commander

11th CG District

Alameda, CA

(510) 437-3700

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

18661



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

CALIFORNIA

SACRAMENTO AND SAN JOAQUIN RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 38° 25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1.

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Antioch	(38°01'N/121°49'W)	3.9	3.4	0.6
Threemile Slough Entrance	(38°05'N/121°41'W)	3.6	3.1	0.5
Prisoners Point	(38°04'N/121°33'W)	3.7	3.2	0.5
Stockton	(37°58'N/121°17'W)	4.0	3.5	0.5
Georgiana Slough Entrance	(38°08'N/121°35'W)	3.3	2.9	0.4
Rio Vista	(38°09'N/121°41'W)	4.3	3.8	0.6

NOTE: At Rio Vista, data apply during river stages.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2009)

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Sacramento, California.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.270" southward and 3.821" westward to agree with this chart.

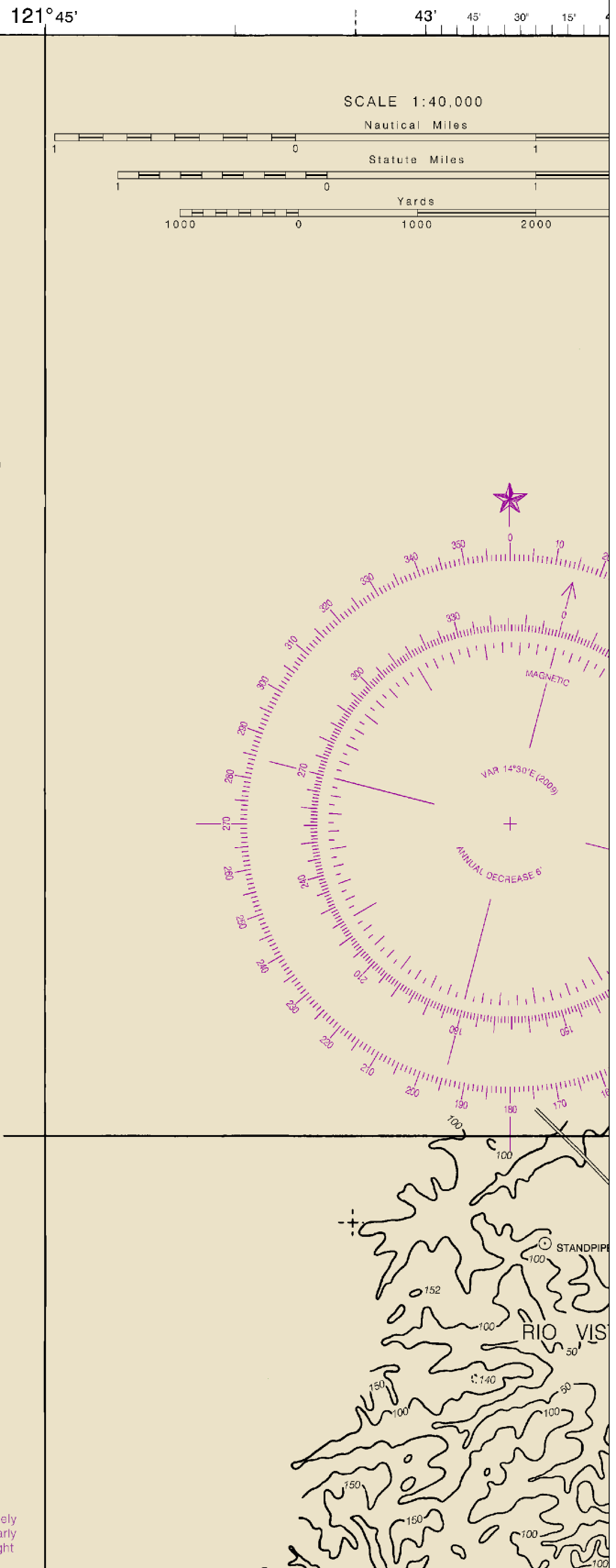
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating light List and U.S. Coast Pilot 7.

Joins page 10



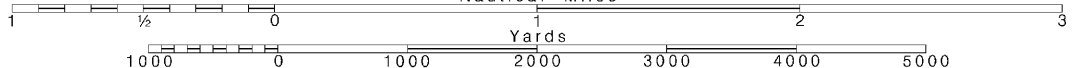
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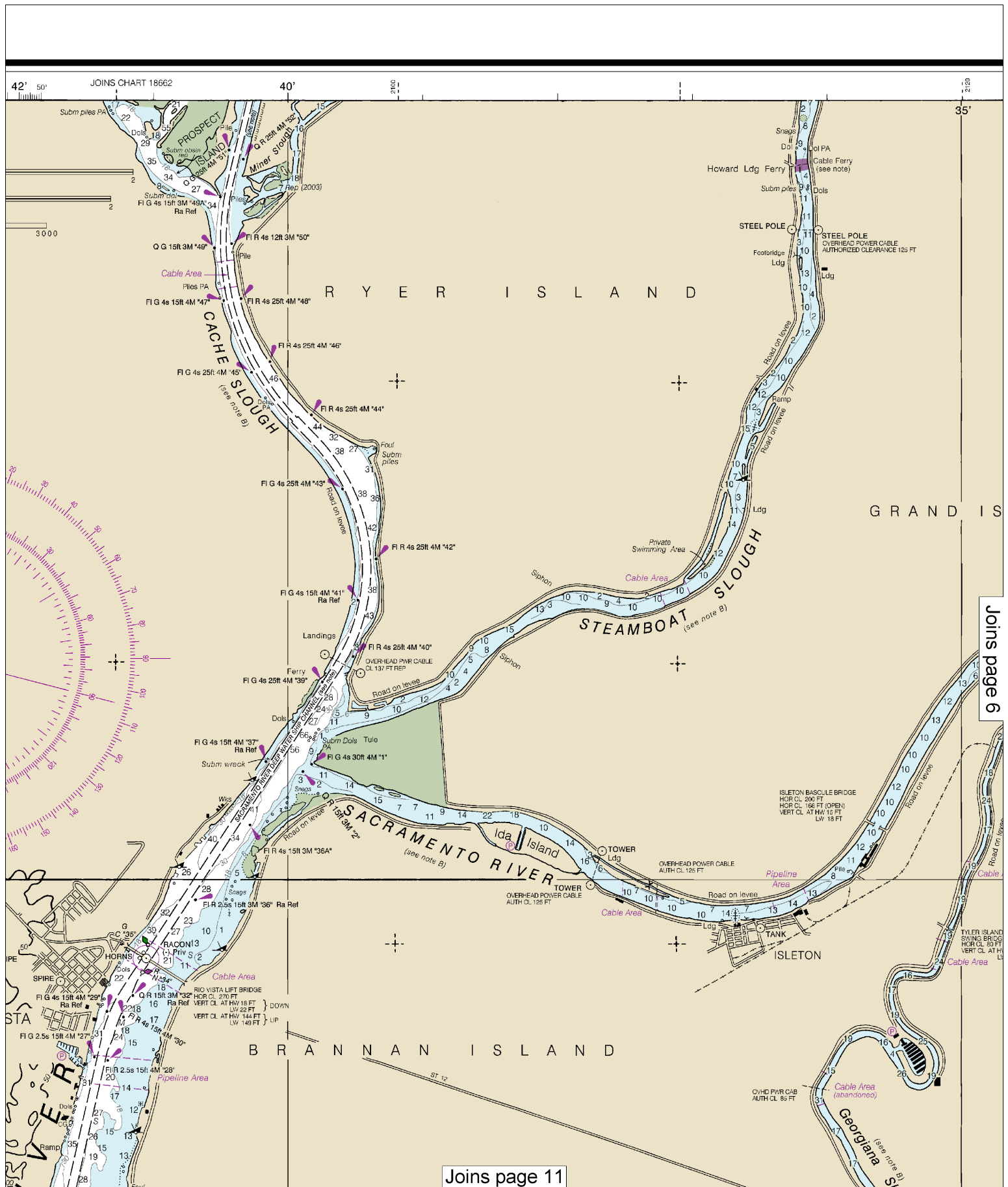
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

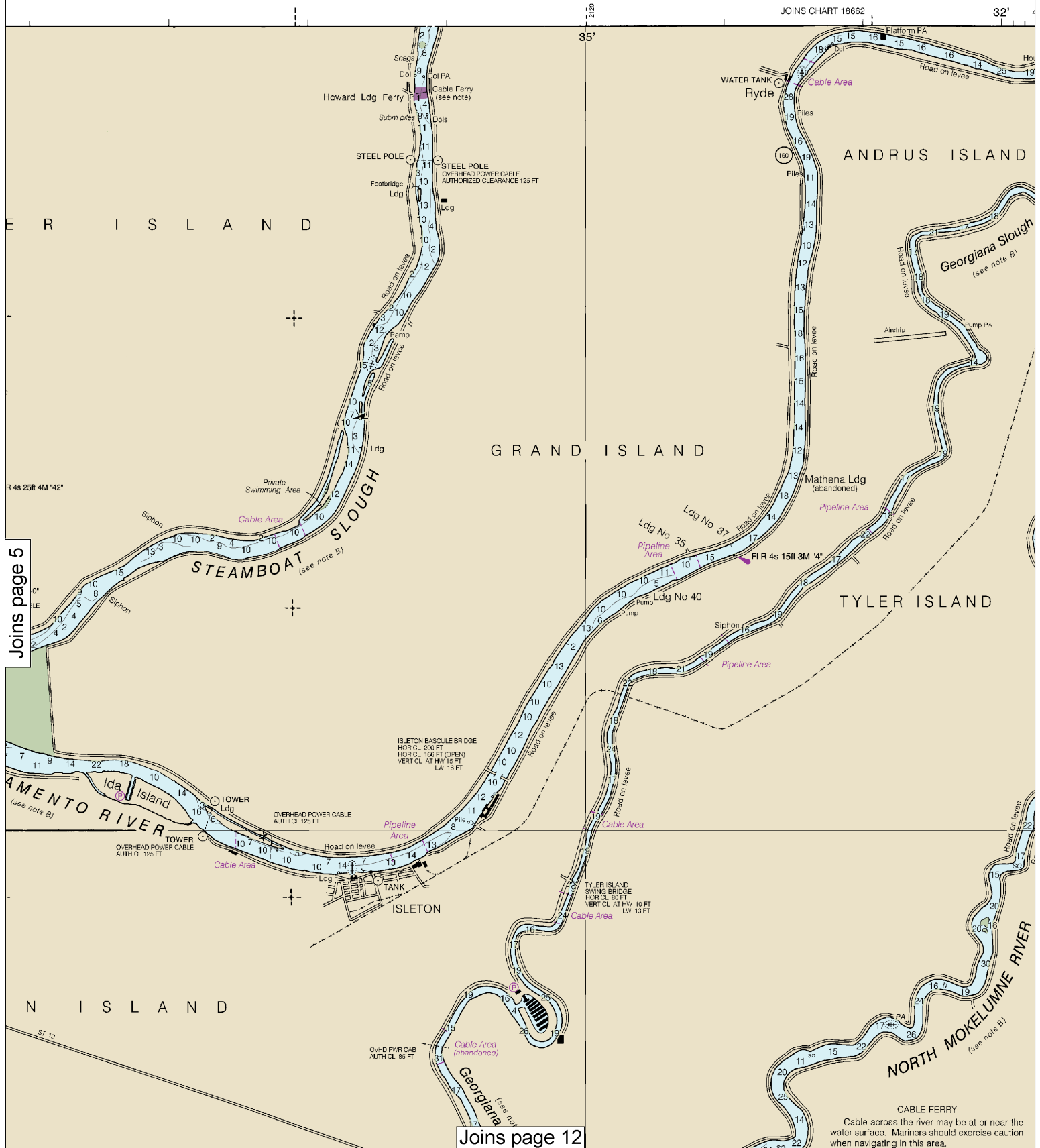




Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



Joins page 5

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CABLE FERRY
Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

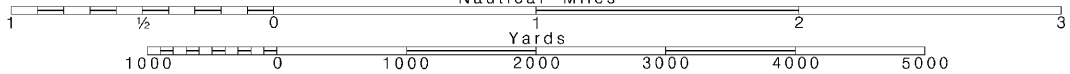
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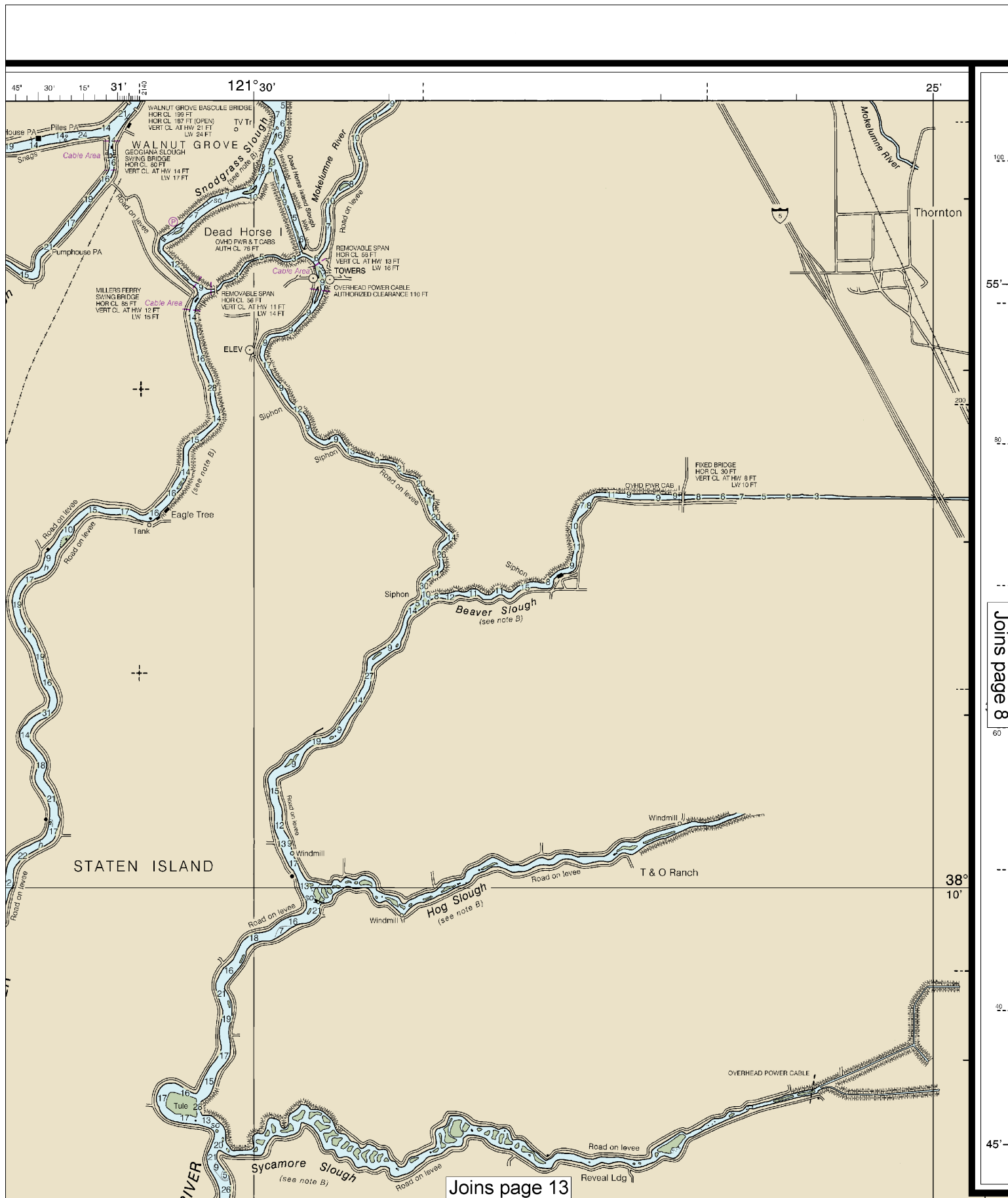
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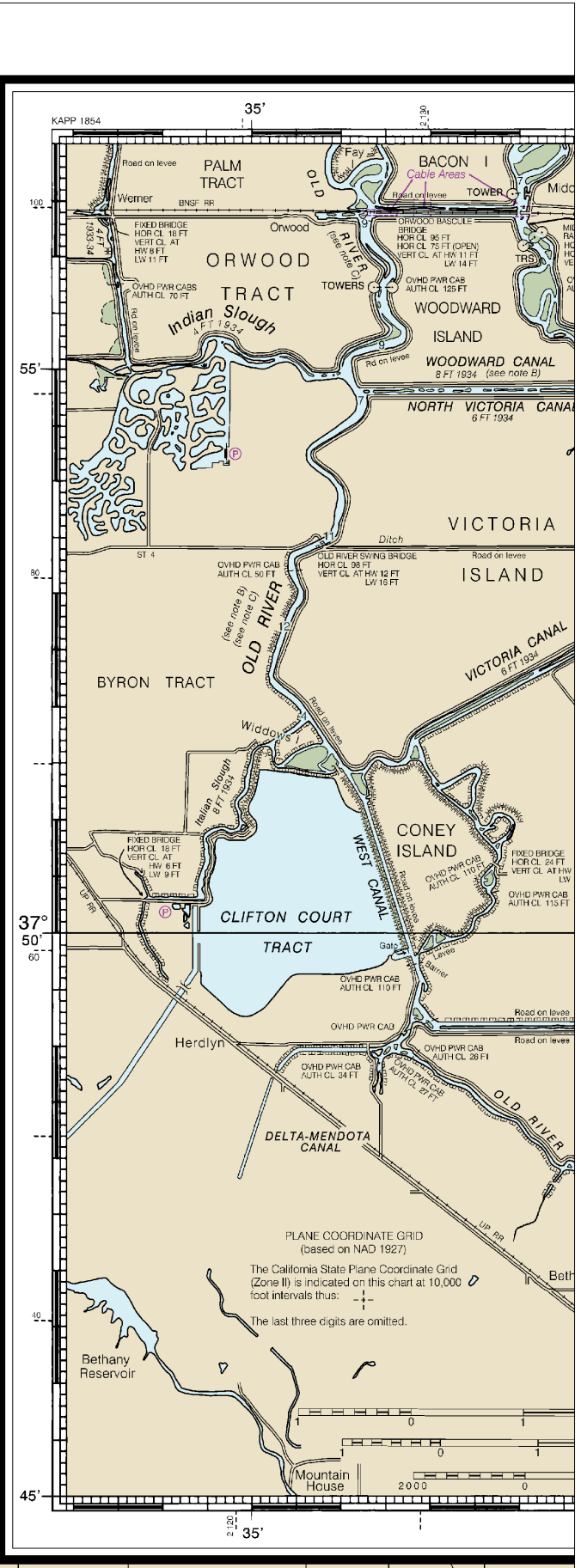
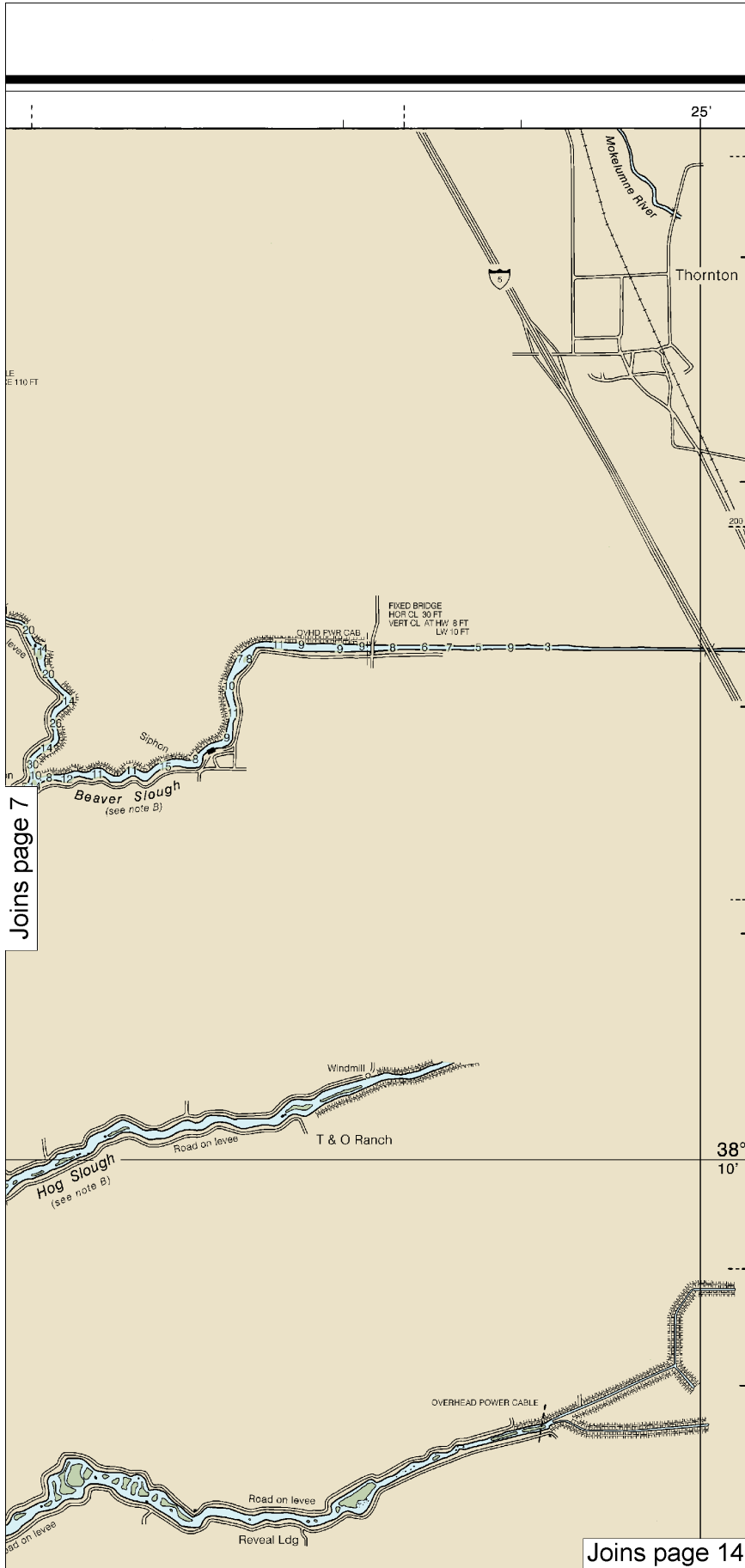
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







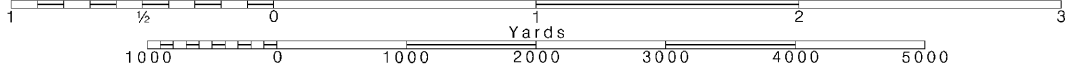
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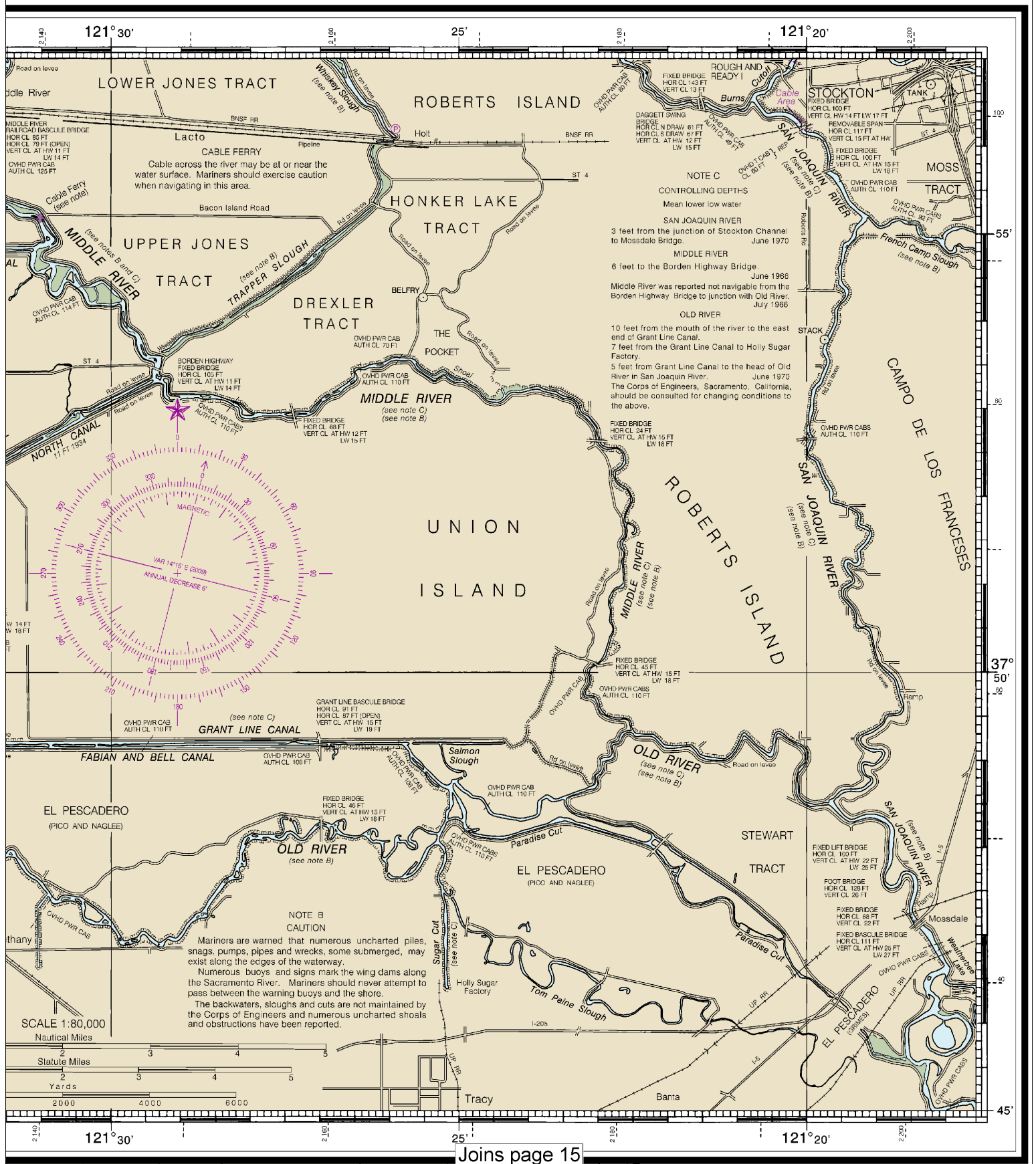
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers' flag, a red square with a diagonal white stripe, is displayed.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

BRIDGE AND OVERHEAD CABLE CLEARANCES

Clearances are charted as furnished by the Corps of Engineers and U. S. Coast Guard. Overhead cable clearances are referred to high water. Bridge clearances are referred to High Water (HW) and Low Water (LW).

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U. S. Coast Guard Light List and U. S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

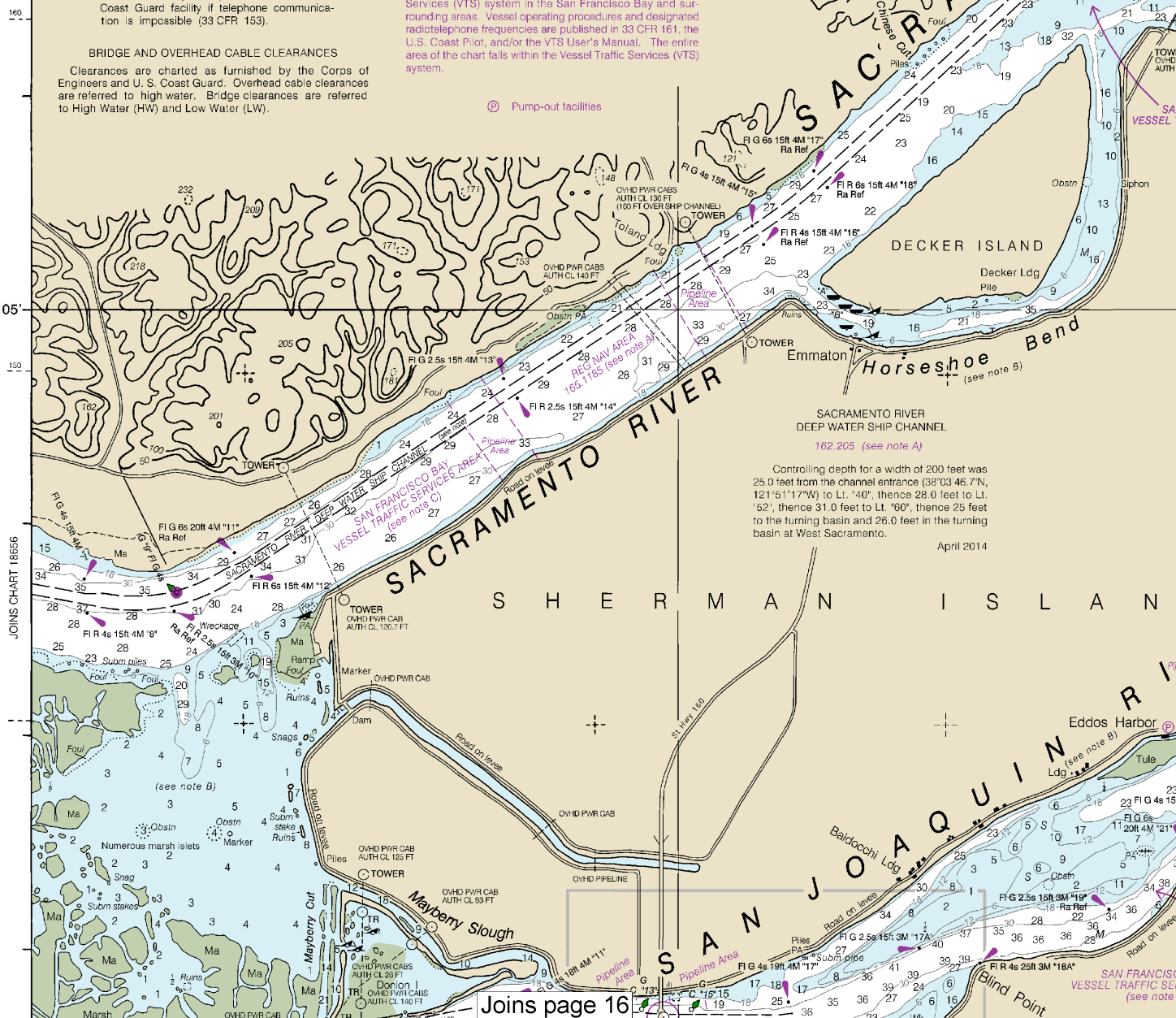


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the San Francisco Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

(P) Pump-out facilities



SACRAMENTO RIVER
DEEP WATER SHIP CHANNEL
162 205 (see note A)

Controlling depth for a width of 200 feet was 25.0 feet from the channel entrance (38°03'46.7"N, 121°51'17.7"W) to Lt. "40", then 28.0 feet to Lt. "52", then 31.0 feet to Lt. "60", then 25 feet to the turning basin and 26.0 feet in the turning basin at West Sacramento.

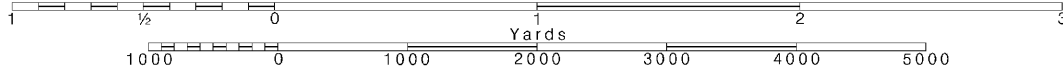
April 2014

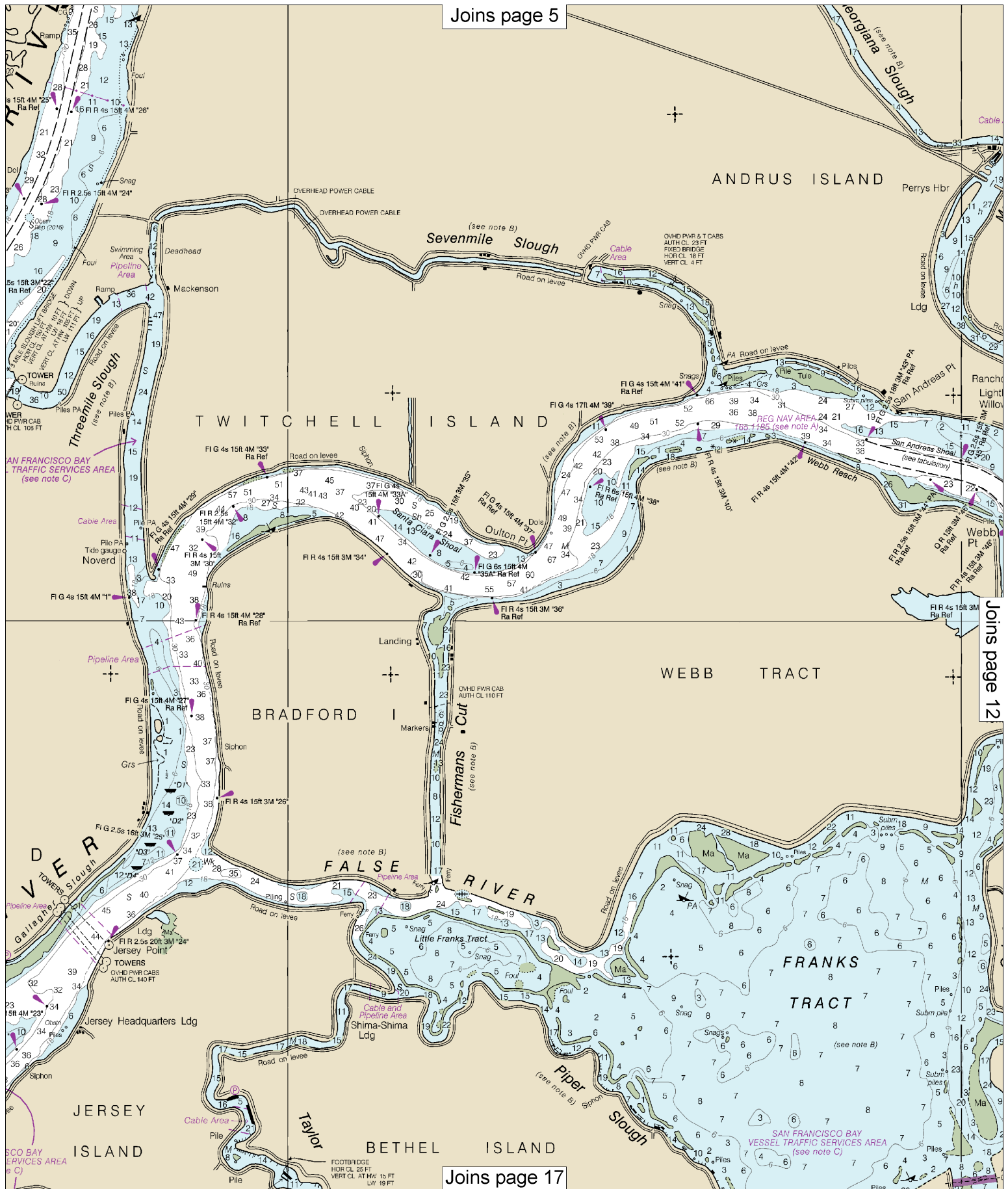
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

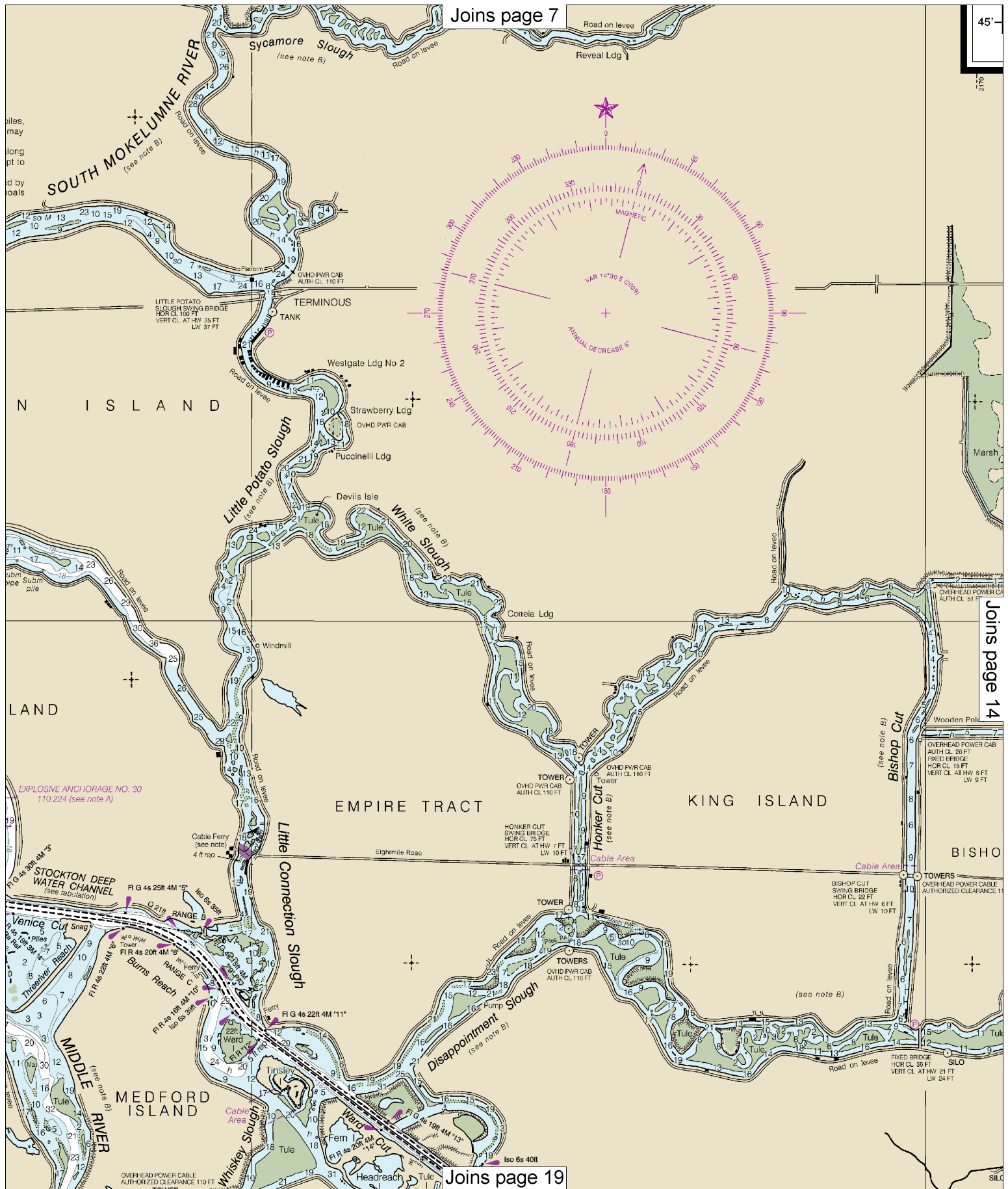


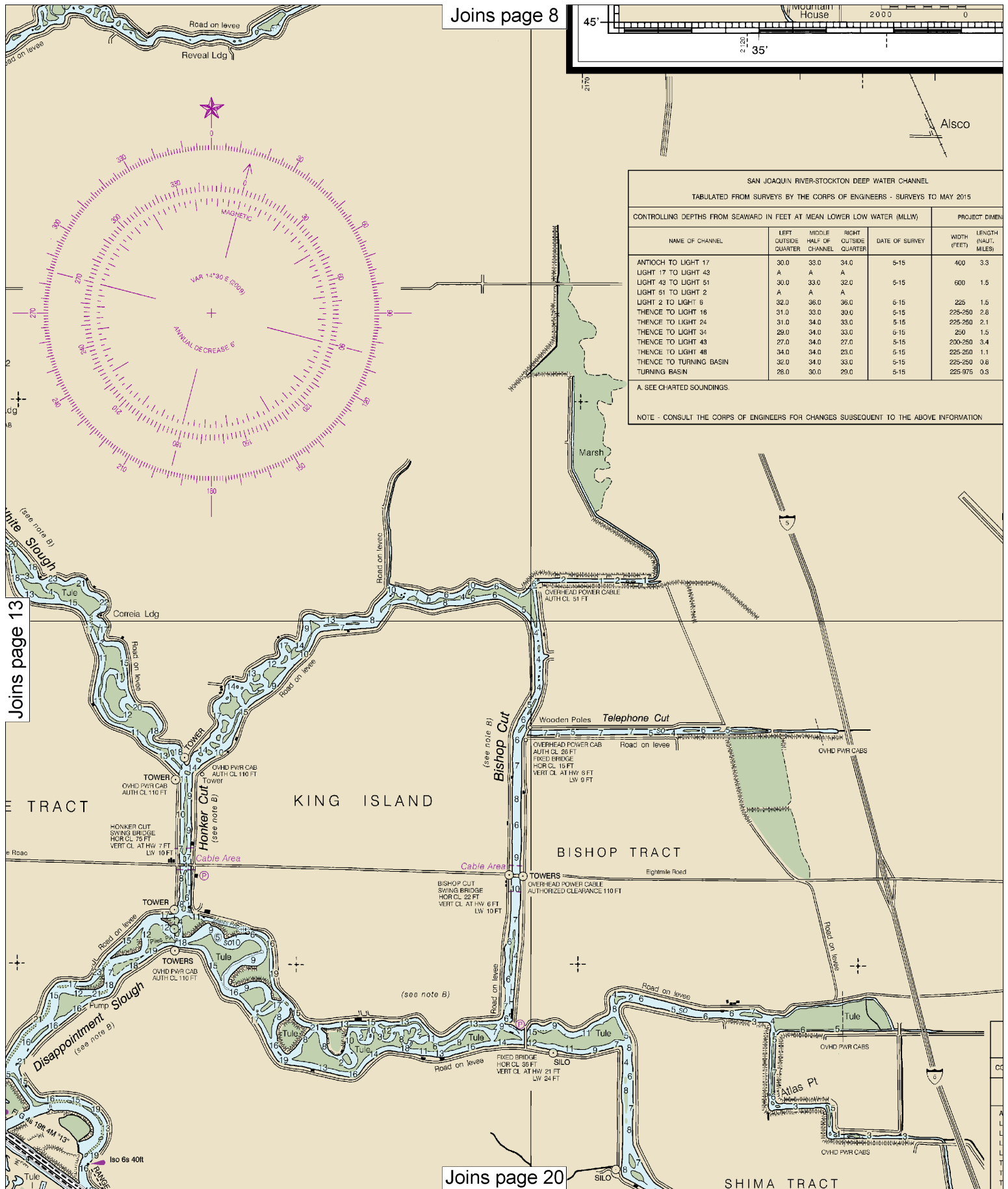


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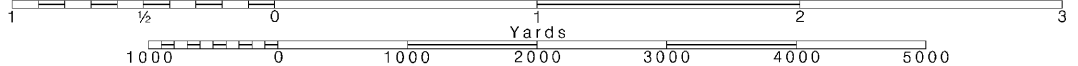
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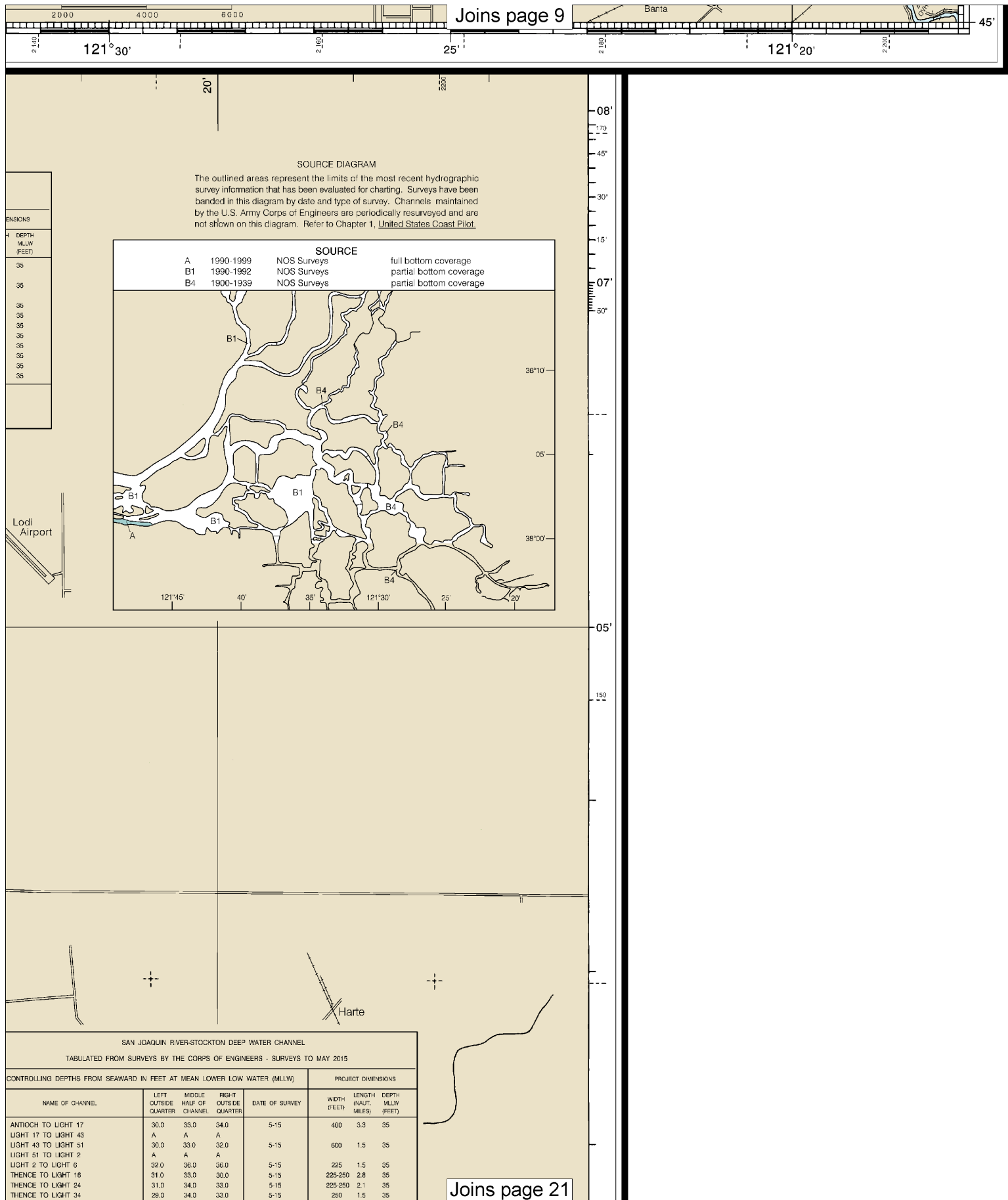
Note: Chart grid lines are aligned with true north.

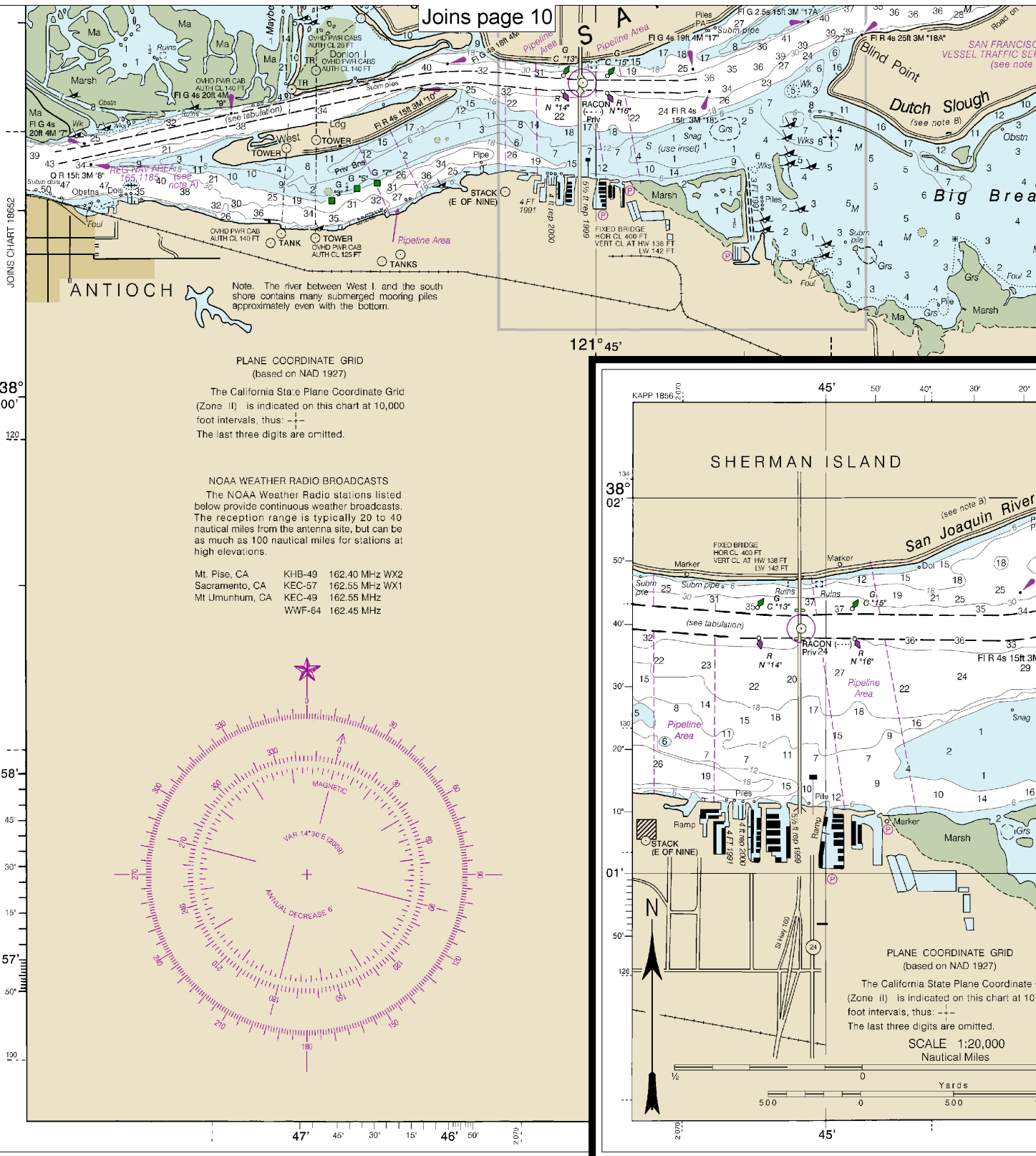
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







18661

30th Ed., Mar. 2009. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

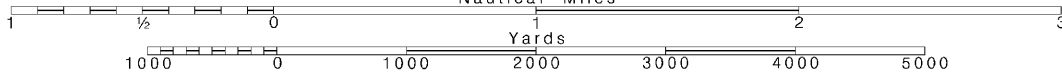
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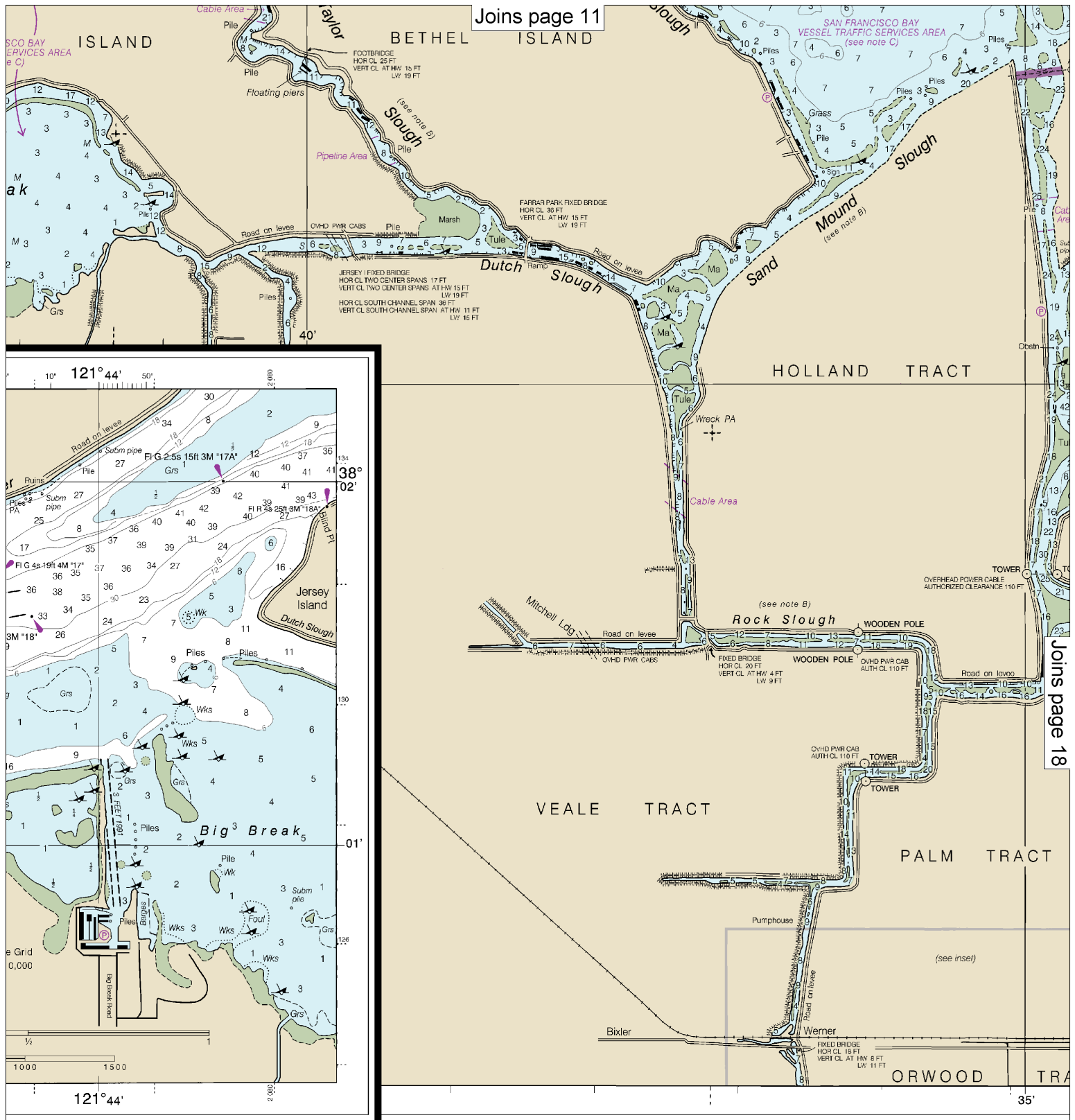
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





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5 IN FEET

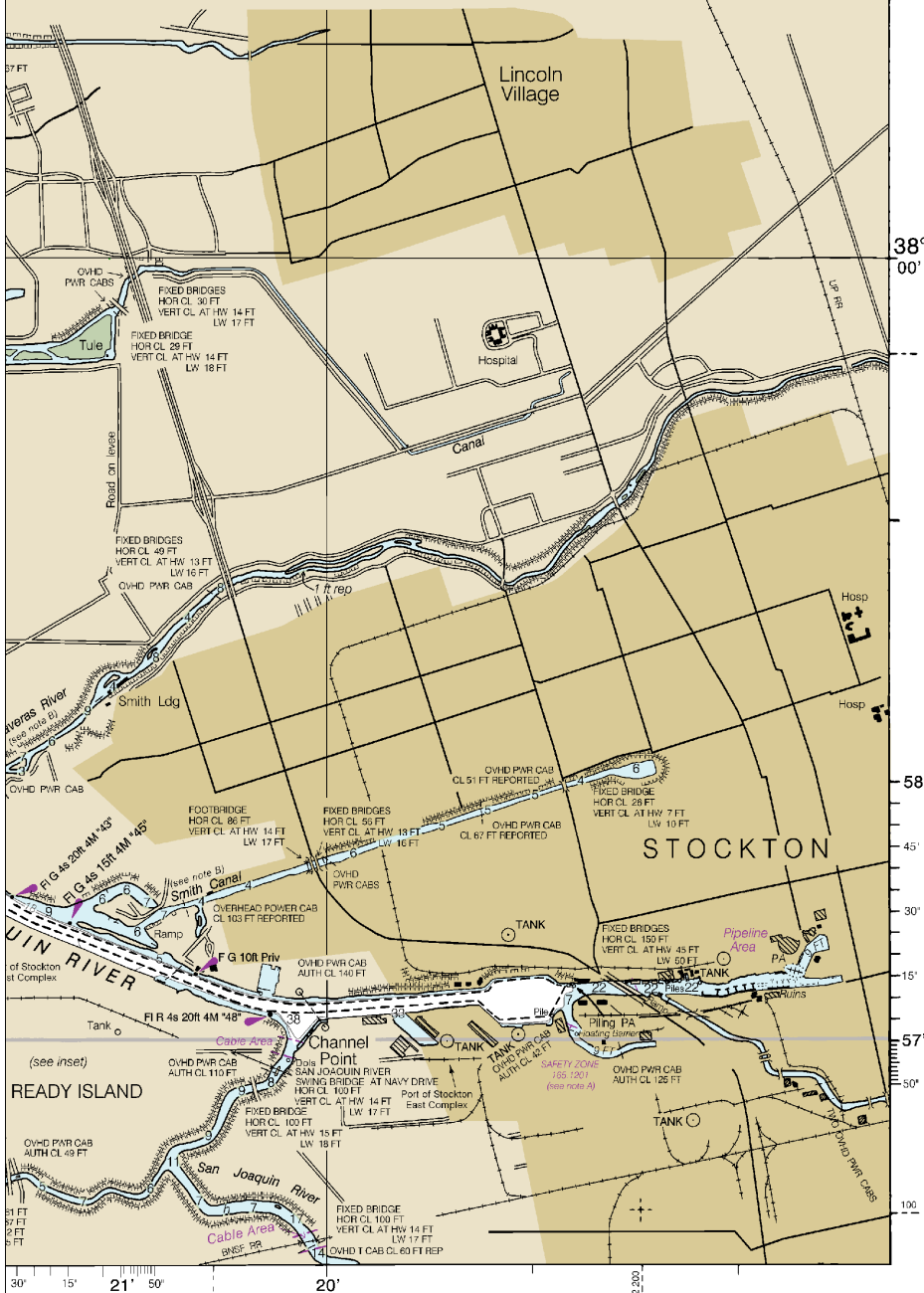


LIGHT 17 TO LIGHT 43	A	A	A			
LIGHT 43 TO LIGHT 51	30.0	33.0	32.0	5-15	600	1.5 35
LIGHT 51 TO LIGHT 2	A	A	A			
LIGHT 2 TO LIGHT 6	32.0	36.0	36.0	5-15	225	1.5 35
THENCE TO LIGHT 16	31.0	33.0	30.0	5-15	225-250	2.8 35
THENCE TO LIGHT 24	31.0	34.0	33.0	5-15	225-250	2.1 35
THENCE TO LIGHT 34	29.0	34.0	33.0	5-15	250	1.5 35
THENCE TO LIGHT 43	27.0	34.0	27.0	5-15	200-250	3.4 35
THENCE TO LIGHT 48	34.0	34.0	28.0	5-15	225-250	1.1 35
THENCE TO TURNING BASIN	32.0	34.0	33.0	5-15	225-250	0.8 35
TURNING BASIN	26.0	30.0	29.0	5-15	225-975	0.3 35

A. SEE CHARTED SOUNDINGS.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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Sacramento and San Joaquin Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

18661



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
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Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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